

In the claims:

The following listing of claims replaces all preceding lists.

1. (currently amended) A double-screw compressor for supplying gas,
5 ~~such as air,~~ to a gas consumer, ~~such as a fuel cell or an internal combustion engine,~~ and comprising two interacting rotors for compressing the gas and ~~also~~ a toothed gearing, which toothed gearing comprises:
 - a housing with two opposite end walls which are made of a first material,
 - 10 - two parallel gearwheel shafts, which are each connected to one of the rotors and mounted rotatably in the opposite end walls with a nominal center distance,
 - two interacting gearwheels which are fixed on a respective gearwheel shaft and made of a second material, each gearwheel having
15 involute teeth corresponding to one another designed so as, when engagement between teeth on their respective wheels takes place, to form a nominal backlash between the teeth interacting during the engagement, when the gearwheel shafts are located at the nominal center distance from one another, and
 - 20 - the first and second materials having different thermal expansion coefficients, characterized in that each of the gearwheels is designed with one and the same nominal pressure angle which is smaller than 15° in order to minimize the deviation of the actual backlash from the nominal backlash when the center distance deviates from the nominal center
25 distance as a consequence of a change in temperature of one of the parts included in the screw compressor.
2. (original) The double-screw compressor as claimed in claim 1, in which the two gearwheels are designed with a nominal pressure angle which lies in the range 8° to 15° .

3. (currently amended) The double-screw compressor as claimed in claim 1-~~or~~2, in which the two gearwheels are designed with the nominal pressure angle of around 10°.
4. (currently amended) The double screw compressor as claimed in ~~any one of claims 1-3~~, in which the first material is aluminum and the second material is steel.
5. (currently amended) The double-screw compressor as claimed in ~~any one of claims 1-4~~, in which the nominal center distance is slightly greater than the normal center distance for toothed gearings, A_{norm} , which is calculated according to the formula:
- $$A_{norm} = ((m_1 \cdot z_1) / 2 \cos \beta_1) + ((m_2 \cdot z_2) / 2 \cos \beta_2)$$
- where m is the module, z is the number of teeth and β is the helix angle and where the index numbers $_1$ and $_2$ represent one and the other gearwheel respectively.
6. (currently amended) The double-screw compressor as claimed in claim 5, in which the nominal center distance lies within the range $1.0 \cdot A_{norm}$ to $1.0016 \cdot A_{norm}$ ~~and is preferable equal to around $1.0014 \cdot A_{norm}$~~ .
7. (currently amended) The double-screw compressor as claimed in ~~any one of claims 1-6~~ 5, in which $m_1=m_2=1$, $z_1=30$, $z_2=60$, $d_1=33.480$ mm, $d_2=66.960$ mm, and $\beta_1=\beta_2=26.355^\circ$, where m is the module, z is the number of teeth, d is the reference diameter and β is the helix angle and where the index numbers $_1$ and $_2$ represent one and the other gearwheel respectively.
8. (currently amended) A method of, in a double-screw compressor for supplying gas, ~~such as air~~, to a gas consumer, ~~such as a fuel cell or an internal combustion engine~~, reducing the effect of temperature variations of parts in the double-screw compressor on the functioning of the double-screw compressor, which double-screw compressor comprises two

interacting rotors for compressing the gas and ~~also~~ a toothed gearing, where:

(A) the toothed gearing is designed with:

- 5 - a housing with two opposite end walls which are made of a first material,
- two parallel gearwheel shafts, which are each connected to one of the rotors and mounted rotatably in the opposite end walls with a nominal center distance,
- 10 - two interacting gearwheels which are fixed on a respective gearwheel shaft and made of a second material, each gearwheel having involute teeth corresponding to one another designed so as, when engagement between teeth on their respective wheels takes place, to form a nominal backlash between the teeth interacting during the
- 15 engagement, when the gearwheel shafts are located at the nominal center distance from one another, and

(B) the first and second materials are selected so that they have different thermal expansion coefficients, characterized in that

(C) the pressure angle of the gearwheels is adapted in order to
20 minimize the deviation of the actual backlash from the nominal backlash when the center distance deviates from the nominal center distance as a consequence of a change in temperature of one of the parts included in the screw compressor.

9. (currently amended) The method as claimed in claim 8, wherein the
25 nominal pressure angle of the gearwheels being selected as a nominal pressure angle common to both gearwheels within the range 0° to 15° , ~~preferably within the range 8° to 15° and more preferably to be around 10° .~~

10. (currently amended) The method as claimed in ~~either claim 8 or 9,~~
wherein the first material is aluminum ~~being selected as the first material~~
and the second material is steel ~~being selected as the second material~~.

11. (currently amended) The double-screw compressor as claimed in
5 ~~any one of claims 8-10,~~ wherein the nominal center distance is being
~~selected to be slightly greater than the normal center distance for toothed~~
gearings, A_{norm} , which is calculated according to the formula:

$$A_{norm} = ((m_1 \cdot z_1) / 2\cos\beta_1)) + ((m_2 \cdot z_2) / 2\cos\beta_2))$$

where m is the module, z is the number of teeth and β is the helix angle
10 and where the index numbers $_1$ and $_2$ represent one and the other
gearwheel respectively.

12. (currently amended) The method as claimed in claim 11, the
nominal center distance being selected within the range $1.0 \cdot A_{norm}$ to
 $1.0016 \cdot A_{norm}$ ~~and preferably being selected to be around $1.0014 \cdot$~~
15 A_{norm} .

13. (new) The double screw compressor as claimed in claim 1, wherein
the gas is air.

14. (new) The double screw compressor as claimed in claim 1, wherein
the gas consumer is a fuel cell.

20 15. (new) The double screw compressor as claimed in claim 1, wherein
the gas consumer is a combustion engine.

16. (new) The double screw compressor as claimed in claim 6, wherein
the nominal center distance is equal to around $1.0014 \cdot A_{norm}$.

17. (new) The method as claimed in claim 8, wherein the gas is air.

25 18. (new) The method as claimed in claim 8, wherein the gas consumer
is a fuel cell.

19. (new) The method as claimed in claim 8, wherein the gas consumer is a combustion engine.

20. (new) The method as claimed in claim 9, wherein the range is selected to be around 10°.